SAILING DIRECTIONS CORRECTIONS

PUB 143 6 Ed 1994 LAST NM 32/99

Page 4—Line 22/R; read:
terminates in Basse Veur, a rock with a depth of 1.3m.
(Fr SD C2.2, 1998 ed.) 33/99

Page 5—Lines 9 to 13/L; read:
is centered 24 miles SW of Ile d'Ouessant. The limits of the area are best seen on the chart.
(US CH 37320) 33/99

Page 6—Line 7/L; read:
against the tidal currents, which may set up to 9 knots at
(Fr SD C2.2, 1998 ed.) 33/99

Page 7—Line 19/L; read:
the range line near Basse du Lipari, in its N part, and 7.3m
(Fr SD C2.2, 1998 ed.) 33/99

Page 7—Line 9/R; read:
been swept to a depth of 7.3m on the range line.
(Fr SD C2.2, 1998 ed.) 33/99

Page 8—Line 37/L; read:
Parquette and has a least depth of 2.2m. It forms the W
(US CH 37328) 33/99

Page 8—Line 49/L; read:
du Laborieux, a detached patch with a least depth of 9.9m,
(US CH 37328) 33/99

Page 8—Lines 53 to 55/R; read:
on the latter. Passe Nord has been swept to 11m, while Passe Sud has been swept to 12; Passe Nord, being wider, is more commonly
(Fr SD C2.2, 1998 ed.) 33/99

Page 9—Line 15/L; read:
advance, stating the following:

1. Vessel name, call sign, and nationality.
2. Draft.
3. Cargo.

Vessels proceeding to the Waiting Area situated
(BA NP 287(1), 1998/99 ed.) 33/99

Page 9—Line 7/R; insert after:
If the pilot vessel is unavailable, vessels must request permission from the pilot control station on Pointe de Portzic, call sign "Brest Port," to continue through Goulet de Brest and anchor in Rade de Brest in a position, best seen on the chart, about 0.5 mile SW of the head of Jette Sud, near the entrance to Rade Abri.
(Fr SD C2.2, 1998 ed.; US CH 37326) 33/99

Page 10—Line 58/R to Page 11—Line 18/L; read:
and one basin situated close E.

Berth	Length	Depth alongside
No. 1 West	215m	5.8m
No. 2 West	319m	4.5m
No. 3 West	140m	9.5m
No. 5 West	174m	7.5m
No. 5 North	330m	7.0m
No. 5 East	440m	8-9m
No. 6 West	150m	8.5m
No. 6 East	175m	10.2m
No. 6 South	230m	12.7m

(Fr SD C2.2, 1998 ed.; Lloyd's Ports of the World, 1999 ed.) 33/99

Page 11—Lines 24 to 28/L; read:
including repair quays, 305 to 430m long, with depths up to 11m alongside which can handle vessels up to 550,000 dwt.
In addition, there are three main graving docks. The largest is 420m long, 80m wide, and has a depth of 8m over
(Span Derrotero 2, Tomo II, Supp. 2/99) 33/99

Page 131—Lines 11 to 12/R; read:
beacon stands on these rocks.
(Span Derrotero 2, Tomo II, Supp. 2/99) 33/99

Page 132—Lines 40 to 42/R; read:
Sofia, 600m long, with depths of 11 to 13m alongside; Muelle Alfonso XIII, 374m long, with a depth of 10m alongside; Muelle Ciudad (formerly Muelle Generalisimo Franco), 316m long, with
(Lloyd's Ports of the World, 1999 ed.) 33/99

Page 133—Lines 4 to 6/L; read:
Muelle Industrial, a bulk terminal, is 500m long, with a depth of 13m alongside. It is situated in an industrial area on the E side of the
(Span Derrotero 2, Tomo II, Supp. 2/99) 33/99

Page 133—Line 15/L; read:
Ribera, 320m long, with a depth of 9.5m alongside.
(Span Derrotero 2, Tomo II, Supp. 2/99) 33/99

Page 134—Line 26/R; read:
of 3.7m, and Los Navios, a detached shoal with a depth of
(Span Derrotero 2, Tomo II, Supp. 2/99) 33/99

PUB 143 (Continued)

Page 135—Line 11/L; read:
a rocky shoal with a depth of 4.2m, lies 2 miles WNW of
(Span Derrotero 2, Tomo II, Supp. 2/99) 33/99

Page 147—Lines 30 to 31/R; read:
Winds—Weather.—From December through March, S gales affect port operations. With gales from the SE, swells may cause vessel entry and departure to be delayed. With gales from the S and SW, seas frequently break over the breakwater.

Fog is rare, generally occurring only in May and June.

Tides—Currents.—Tidal currents off the harbor entrance set E on the flood and W on the ebb, at a rate seldom exceeding 1 knot, although a rate of 2 knots has been reported (1999).
(BA NP 67; PUB 007-99) 33/99

Page 148—Line 6/L; read:
Pilots may be contacted on VHF channel 14 and generally board
(PUB 007-99) 33/99

Page 148—Lines 18 to 19/L; strike out.
(US CH 51082) 33/99

Page 156—Lines 16 to 19/L; read:
Pilotage.—Pilotage is compulsory and is available 24 hours. Pilots can be contacted on VHF channels 14 and 16 and board 0.5 mile SE of the breakwater head. Vessels should send an ETA 48 hours in advance. The pilot will generally
(BA NP 286(1), 1998/99 ed.; PUB 006/99) 33/99

PUB 153 8 Ed 1997 LAST NM 31/99

Page 94—Line 30/L; insert after:

18E	7.8m	General, breakbulk, and bunkering

(BA NP 7, Supp. 5/99) 33/99

PUB 158 6 Ed 1994 LAST NM 38/98

Page 46—Line 37/R; insert after:

Southbound vessels navigating through the W area of Naka-no-Se should pass Naka-no-Se Traffic Separation Lighted Buoys 1, 2, and 3 on their port hand.

Northbound vessels navigating through the W area of Naka-no-Se except those enroute Negishi section 5, Yokohama Ku, and Keihin Ko, should pass the separation lighted buoys on their port side until they have set their course for their destination.

Northbound vessels, with draft 17m and over, should pass at a distance of 400m from the line that connects lighted buoys A, B, C, and D at Naka-no-Se.

Vessels wishing to anchor in the W area of Naka-no-Se should do so at a distance of 1,000m from the line that connects the lighted separation buoys.

Vessels with VHF radio should listen to channel 16 MHz while navigating through the radar service area to receive possible transmissions information from the Tokyo Wan Traffic Service Center.
(5(5)99 Tokyo) 33/99

PUB 194 7 Ed 1996 LAST NM 20/99

Page 170—Lines 57/L to 4/R; read:

Svenska Bjorn Light (59˚33'N., 20˚01'E.) is shown from a tower, 32m high with a helicopter platform, standing on Sodra Klatten, a shoal. A racon is situated at the light. Sodra Klatten, along with Norra Klatten, another shoal lying 1 mile NW, has a least depth of 10m. These shoals lie at the E edge of the dangers extending up to over 30 miles from the Swedish mainland.

Bogskar (59˚30'N., 20˚21'E.), a group of rocks fronted by shoals, is the S most danger in the Aland archipelago. A main light is shown from a tower with a building and wind generator, 46m high, standing on the W most rock. A racon is situated at the light. On the E most and highest rock, lying about 2.5 miles ENE of the light, there is a beacon.

Armbagen (59˚38'N., 19˚58'E.), a shoal, has a least depth of 6.7m and lies about 5 miles NNW of Svenska Bjorn Light. A light is shown from a mast with a helicopter platform, 20m high, standing on this shoal. A racon is situated at the light.

Troskeln (59˚39'N., 19˚50'E.), an extensive shoal, lies about 9 miles NNW of Svenska Bjorn Light and has a least depth of 7.6m.

Troskeln Vastra Light (59˚40'N., 19˚52'E.) is shown from a mast with a helicopter platform, 20m high, standing about 1.2 miles E of the shallowest part of the shoal, 4.6 miles NW of Armbagen. A racon is situated at the light.

Troskeln Ostra Light (59˚40'N., 19˚55'E.) is shown from a mast with a helicopter platform, 20m high, standing 3 miles N of Armbagen.
(BA NP 20, 1997 ed.) 33/99

Page 170—Lines 8 to 14/R; read:
high.

Offshore Route.—The offshore route leading from the S to the Gulf of Bothnia passes though the Ahvenanmeren Deep-Draft Channel and the Aland Sea. The channel is swept to a depth of 18.2m and is authorized for drafts up to 15.3m. It can be used by all vessels.

The channel can be entered W of Bogskar Light and E of Svenska Bjorn Light. It then leads 4 miles N and turns NW, passing, with a minimum width of 1 mile, N of Armbagen Light, N of Troskeln Vastra Light, and S of Troskeln Ostra Light. The route then continues in a NW direction, passing SW of Flotjan Light (59˚49'N., 19˚47'E.).

See Pub. 195, Sailing Directions (Enroute) Gulf of Finland and Gulf of Bothnia for dangers lying E and N of this section of the route.
(BA NP, 1997 ed.) 33/99